

B. F. TAYLOR,  
Steward.  
Lighters and Steam Launches  
Supplied.  
ILOILO, PHILIPPINE ISLANDS.

# The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS  
ORIENTAL AGENCY.  
Sole Agents for the  
UNITED ASBESTOS CO.,  
LIMITED, LONDON.  
DODWELL & CO., LIMITED,  
General Managers.

NEW SERIES No. 1873. 日三十月五年七十二緒光

MONDAY, JULY 8, 1901.

一拜禮 號八月七英港

THIRTY DOLLARS  
PER ANNUM.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED.....Yen 24,000,000  
CAPITAL PAID-UP....." 18,000,000  
CAPITAL UNCALLED....." 6,000,000  
RESERVE FUND....." 8,310,000

Head Office:—YOKOHAMA.

Branches and Agencies.  
TOKIO. KOREA.  
NAGASAKI. LONDON.  
YOKOHAMA. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTSIN. NEWCHANG.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
THE UNION BANK OF LONDON, LD.  
HONGKONG BRANCH.—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,  
Manager.  
Hongkong, 17th April, 1901. [11]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital.....£1,000,000  
Paid up Capital.....£ 324,374  
HEAD OFFICE:—HONGKONG.

Board of Directors:—  
Chan Kit Shan, Esq. C. Ewins, Esq.  
Chow Tung Shing, Esq. J. T. Lauts, Esq.  
Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed.....5 %  
Hongkong, 20th December, 1899. [8]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$13,000,000  
Sterling Reserve.....\$10,000,000  
Silver Reserve.....\$ 3,000,000  
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:  
R. SHAW, Esq., Chairman.  
Hon. J. J. BELL-ING, Deputy Chairman.  
A. Haupt, Esq.  
D. M. Moses, Esq. N. A. Siebs, Esq.  
A. J. Raymond, Esq. H. W. Slade, Esq.  
R. L. Richardson, Esq. H. E. Tomkins, Esq.  
H. Schubert, Esq. Paul Witkowski, Esq.

CHIEF MANAGER:  
Hongkong—Sir THOMAS JACKSON.  
MANAGER:  
Shanghai—H. M. BEVIS, Esq.  
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.  
ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per Annum.  
For 6 months, 3 per cent. per Annum.  
For 12 months, 4 per cent. per Annum.  
T. JACKSON,  
Chief Manager.  
Hongkong, 4th June, 1901. [9]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.  
Depositors may transfer at their option balances of 100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.  
Hongkong, 4th October, 1900. [10]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.  
Shanghai Taels.  
SUBSCRIBED CAPITAL.....5,000,000  
PAID-UP CAPITAL.....2,000,000  
HEAD OFFICE:—SHANGHAI.

Branches and Agencies.  
CANTON. PEKING.  
CHEFOO. PENANG.  
CHUNKIANG. SINGAPORE.  
CHUNKING. TIENTSIN.  
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sales Drafts and Telegraphic Transfers Payable at its Branches and Agencies.  
HONGKONG BRANCH.  
Advances made on approved securities.  
Bills discounted.  
INTEREST ALLOWED ON DEPOSITS:  
3 1/2 per Annum Fixed Deposits for 3 months.  
4 1/2 " " " 6 " "  
5 1/2 " " " 12 " "  
E. W. RUTTER,  
Manager.  
Hongkong, 1st January, 1901. [14]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE:—LONDON.  
CAPITAL PAID-UP.....£800,000  
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000  
RESERVE FUND.....£575,000  
INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.  
On Fixed Deposits for 12 months... 4 per cent.  
" " " 6 " " 3 1/2 "  
" " " 3 " " 3 "  
T. P. COCHRANE,  
p. Manager.  
Hongkong, 22nd May, 1901. [15]

### GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.  
65.50 per Cask of 375 lbs. Net ex Factory.  
63.80 per Bag of 250 lbs.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 1st June, 1901. [10]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(See Special Advertisement.)

FOR STEAMERS CAPTAINS TO SAIL REMARKS  
MARSEILLES and LONDON Java.....G. W. Gordon, R.N.R., About 12th July...Freight or Passage.  
SHANGHAI and JAPAN Banca.....G. W. Babot.....About 18th July...Freight only.  
SHANGHAI Coromandel.....F. W. Vibert, R.N.R., About 19th July...Freight or Passage.  
LONDON, &c.....Sunda.....E. R. Dowell, R.N.R., Noon, 29th July...Freight or Passage.

(See Special Advertisement.)

For Further Particulars, apply to  
H. A. RITCHIE, Superintendent.

Hongkong, 6th July, 1901. [5]

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.  
ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.  
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.  
KIAUTSCHOU, Hamburg-Amerika Linie.....THURSDAY, 11th July.  
BAYERN.....THURSDAY, 25th July.  
STUTTGART.....THURSDAY, 28th August.  
KONIG ALBERT.....THURSDAY, 22nd August.  
PRINZESS IRENE.....THURSDAY, 5th September.  
PRINZ HEINRICH.....THURSDAY, 19th September.  
PREUSSEN.....WEDNESDAY, 2nd October.  
HAMBURG, Hamburg-Amerika Linie.....WEDNESDAY, 16th October.  
SACHSEN.....WEDNESDAY, 30th October.  
KIAUTSCHOU, Hamburg-Amerika Linie.....WEDNESDAY, 13th November.  
BAYERN.....WEDNESDAY, 27th November.  
STUTTGART.....WEDNESDAY, 11th December.  
KONIG ALBERT.....WEDNESDAY, 25th December.  
PRINZESS IRENE.....WEDNESDAY, 8th January, 1902.  
PRINZ HEINRICH.....WEDNESDAY, 22nd January, 1902.  
PREUSSEN.....WEDNESDAY, 5th February, 1902.  
HAMBURG, Hamburg-Amerika Linie.....WEDNESDAY, 19th February, 1902.  
SACHSEN.....WEDNESDAY, 5th March, 1902.

ON THURSDAY, the 11th day of July, 1901, at NOON, the Steamship "KIAUTSCHOU," of the HAMBURG-AMERIKA LINIE, Captain P. Luneschloss, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 9th July, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 10th July, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 10th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
MELCHERS & CO.,  
AGENTS.  
Hongkong, 27th June, 1901. [22]

## Hotels.

### HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23]

### HOTEL CRAIGIEBURN.

PLUNKET'S GAR, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the  
MANAGER.  
Hongkong, 2nd July, 1900. [16]

### CONNAUGHT HOUSE

RENOVATED FROM ROOF TO CELLAR.

SCRUPULOUS CLEANLINESS  
GUARANTEED.

Special Terms for Monthly Boarders,  
apply to the Manager  
A. FONSECA.  
Hongkong, 1st July, 1901. [91c]

## Intimations.

Bovril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and Japan. [287c]



BOVRIL PROMOTES HEALTH,  
STRENGTH AND ENERGY.

### UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,  
FOR THE  
UNITED ASBESTOS CO., LD., LONDON.

CONTRACTORS TO H.M. GOVERNMENT.  
MANUFACTURERS OF THE  
Best Qualities of ASBESTOS GOODS and PACKINGS.  
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.  
"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.  
ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT.....THOMAS SKINNER.  
SUPERINTENDENT.....ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

### HOCKS.

	1 doz. bottle.	1 doz. 1/2 bottle.
OPPENHEIMER	\$11	\$13
LAUDENHEIM	13	15
NIERSTEIN	15	17
GRAACHER SUPERIOR	15	17
BODENHAI	16	18
HOCHEHEIMER	17	19
STEINWEIN (Bock Bottles)	18	—
LIEFRAUMLICH	26	—

Direct from, and bottled by DEINHARD & Co., Coblenz.

### CALDBECK, MACGREGOR & Co., WINE AND SPIRIT MERCHANTS.

15, Queen's Road,  
Hongkong, 5th July, 1901. [15]

### JAPAN COALS.

### THE MITSUI BUSSAN KAISHA (OR MITSUI & Co.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.  
LONDON OFFICE:—34, LINE STREET, E.C.  
HONGKONG OFFICE:—4, ICE HOUSE STREET.

BRANCH OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armaments and Railway Bureau: Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.  
SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamano Coal Mines; and  
SOLE AGENTS for Fukuma, Hokoku, Ichi-mura, Kanada, Kishima, Manou, Onoura, Otsuji, Tohmyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines.  
Hongkong, 2nd July, 1901. [563c]

### KELLY & WALSH LD.

NEW BOOKS.  
CHINA AND HER ALLIES, by A. H. Savage Landor, 2 Vols., illus. and Maps.....\$19.00  
CHINA—HER HISTORY, DIPLOMACY AND COMMERCE, by E. H. Parker,.....4.00  
MISSION PROBLEMS AND MISSION METHODS IN SOUTH CHINA, by J. C. Gibson, M.A. ....3.50  
THE CRISIS, by WINSTON CHURCHILL.....1.50  
Histoire des Relations de la Chine Avec Les Puissances Occidentales 1860-1900, par Henri Cordier.....6.00  
Sixty Years on the Turf, Edited by C. R. Warren.....13.50  
A. B. C. of Bridge.....0.70

BRASSEY'S NAVAL ANNUAL 1901. Price 5s.  
LAIRD CLOWE'S NAVAL POCKET BOOK 1901. Price 3s.  
THE INTERNATIONAL CODE OF SIGNALS FOR THE USE OF ALL NATIONS. Price 14s.  
SANDOWS DEVELOPERS AND GRIP DUMB BELLS. Price 5s. [600c]

### W. BREWER & Co.

NEW BOOKS AND NEW EDITIONS.  
Britannia's Bulwarks (to be in 16) 35 c.  
Panorama Paris Salon, 1901 (to be in) 60 c.  
Academy Pictures of the Year 1901.....\$ 0.70  
Sauls of Passage.....2.50  
Career of a Beauty.....1.50  
In Bad Company, by Boldwood.....\$ 1.50  
Helmer of Navarre, by Rynkle.....each.  
Silver Skull, by Crockett.....each.  
My Lady of Orange.....each.  
Lysbeth, by Rider Haggard.....each.

Queen Victoria, by Holmes.....\$ 3.50  
Norris's Navigation.....8.50  
Norris's Nautical Tables.....6.50  
Her Royal Highness Woman, by Max O'Rell.....2.25  
Pocket Atlas of the World.....1.50  
Siege of Kumassi, by Lady Hodgson.....6.50  
Chinamen of Today, by T. G. Selby.....2.25  
An Englishman in China, by Mackay, 2 Vols.....20.00  
Art of Sketching from Nature, by Delamotte.....6.50

FOOTBALLS, CRICKET GEAR, TENNIS GOODS, &c. [683c]

## Intimations.

### THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.

AN INTERIM DIVIDEND at the RATE of FOUR per cent (ONE DOLLAR and FIFTY CENTS per Share) for the Six months ending 30th June, 1901, will be paid on application to the Registered Shareholders in the above Company, on MONDAY, the 8th July, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 8th July, both Days inclusive.

MEYER & CO.,  
General Managers.  
Hongkong, 26th June, 1901. [670c]

### VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING will be held in the CLUB GYMNASIUM, Kowloon, on THURSDAY, the 11th July, at 5.30 P.M., to receive and pass Annual Report and Statement of Accounts and to elect Officers and Committee for ensuing year.

A. DENISON,  
Acting Hon. Secretary.  
Hongkong, 4th July, 1901. [707c]

### GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED, (IN LIQUIDATION).

NOTICE is hereby given that an EXTRA-ORDINARY MEETING of the PREFERENCE SHAREHOLDERS will be held at the COMPANY'S OFFICE, No. 14, Des Voeux Road, on SATURDAY, the 23rd July, at 12.15 P.M., for the purpose of receiving and discussing the Liquidators proposals for dealing with the Company's Assets.

The Liquidator,  
M. BENNECKE.  
Hongkong, 4th July, 1901. [708c]

### G. GIRAULT,

6, QUEEN'S ROAD CENTRAL.  
ARRIVAL of the LATEST PRESERVED AMERICAN DAINTIES.  
Just Opened, Call and Inspect, Best quality, direct from the Factory.  
Hongkong, 25th June, 1901. [667c]

### COTTAM & Co.

THIS WEEK'S SPECIALTY:  
ENGLISH & AMERICAN TRAVELLING TRUNKS.  
SUMMER UNDERWEAR:  
THE VERY LATEST IN SHIRTS, COLLARS and SCARVES.  
Hongkong, 26th June, 1901. [671c]

### C. E. WARREN,

BUILDING CONTRACTOR,  
No. 25, ABERDEEN STREET.  
SANITARY APPLIANCES SUPPLIED and FIXED: DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and RE-PAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c]

### Notice of Firm.

NOTICE.  
WE have This Day authorized Mr. WILHELM NAGEL to SIGN our FIRM per Procuration.  
LEOPOLD SPATZ & Co.  
Hongkong, 17th June, 1901. [637c]

### Insurances.

THE YAN ON MARINE AND FIRE INSURANCE CO., LIMITED.  
CAPITAL.....\$1,000,000  
THIS Company is prepared to issue Policies of Insurance against MARINE and FIRE RISKS from and after This Date.  
CHAN YUT NGAM,  
Secretary.  
Hongkong, 1st July, 1901. [693c]

### "I'UNION."

FIRE INSURANCE COMPANY, LD.  
(Established 1828).  
THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.  
Claims settled direct without reference to the Head Office.  
A. R. MARTY,  
Agent.  
Hongkong, 5th July, 1901. [712c]

### NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.  
SIEMSEN & Co.  
Hongkong, 28th May, 1895. [730c]

### To be Let.

TO LET.  
POSSESSION APRIL 1ST.  
1, STEWART TERRACE.  
Apply to  
J. W. NOBLE.  
Hongkong, 6th March, 1901. [297c]

### TO LET.

GODOWN—No. 5A, DUBBEL STREET.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 4th July, 1901. [799c]

### TO LET.

A HOUSE in RYTON TERRACE.  
HOUSES at LEIGHTON HILL.  
"FAIRVIEW"—KOWLOON.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 26th June, 1901. [200c]



## Intimation.

# ESSETS FLUID.

### VERSUS PLAGUE.

What pure Carbolic Acid can do in  
three hours ESSETS FLUID does  
in nine minutes.

The microbe or bacillus of bubonic  
plague grows readily in artificial  
media and is destroyed by Essets  
Fluid.

Essets Fluid is superior in every  
way to pure Carbolic Acid.

Sole Agents:  
**WATKINS,  
LIMITED.**

QUEEN'S ROAD.  
Hongkong, 6th July, 1901. [714c]

## To-day's Advertisements.

### NOTICE.

THE attention of the community is drawn  
to the fact that SIGNATURE SHEETS,  
to be attached to a Petition to the Right  
Honorable the Secretary of State for the  
Colonies, asking for the Appointment of a  
Commission to Inquire into the Sanitary  
Condition of Hongkong, &c., are open for Signature  
at the following places:

Messrs. A. S. Watson & Co., Ltd.  
Messrs. Kelly & Walsh, Ltd.  
Messrs. Lane, Crawford & Co.  
Messrs. W. Brewer & Co.  
Messrs. Caldwell, Macgregor & Co.  
The Robinson Piano Co., Ltd.  
The Victoria Dispensary.  
Messrs. Watkins, Ltd.  
The Hongkong Hotel, Ltd.  
The Peak Hotel.  
The Hongkong Daily Press Office.  
Mr. H. Kington's Kowloon Store.  
Copies of the Petition may also be seen at  
the above.

Hongkong, 2nd July, 1901. [700c]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship

"LOONGSANG,"  
Captain G. S. Weigall, will be despatched as above  
on FRIDAY, the 13th instant, at 4 P.M.  
This Steamer has Superior Accommodation  
for First class Passengers, is fitted throughout  
with Electric Light.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 8th July, 1901. [716c]

THE CHINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship

"DIAMANTE,"  
Captain I. Rattenbury, will be despatched as  
above on SATURDAY, the 13th instant, at Noon.  
The Attention of Passengers is directed to  
the Excellent Accommodation provided by this  
Steamer. She is fitted throughout with Electric  
Light.  
A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 8th July, 1901. [720c]

FOR NEW YORK.  
THE 3/3 A. I. I. American ship

"MANUEL LLAGUNA,"  
will load during September and October, sail-  
ing about 25th October.  
For Freight, apply to  
SHEWAN, TOMES & CO.  
Hongkong, 8th July, 1901. [727c]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP,  
LONDON AND STRAITS.

THE Steamship

"GLENLOGAN,"

having arrived from the above Port, Consignees  
of Cargo by her, are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Co., Ltd., at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

Optional cargo will be carried on unless  
instructions are given to the contrary before  
4 P.M. TO-DAY.

Goods not cleared by the 14th instant, will  
be subject to rent.  
No Fire Insurance has been effected.  
All ship damaged packages must be left in  
the Godowns, and a certificate of the damage  
obtained from the Godown Co. within ten days  
of steamer's arrival, after which no claims will  
be recognised.

MCGREGOR BROS. & GOW.  
Hongkong, 8th July, 1901. [717c]

## To-day's Advertisements.

THE HONGKONG LAND INVESTMENT  
AND AGENCY COMPANY,  
LIMITED.

AN INTERIM DIVIDEND OF SIX Dollars  
per Share for the Six months ending 30th  
June, 1901, being at the RATE OF TWELVE  
per Cent per annum, will be PAYABLE on  
the 27th instant, on which Date DIVIDEND  
WARRANTS may be obtained on Application  
at the Company's Office, No. 5, Queen's Road  
Central.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 22nd to the 27th  
instant, (both Days inclusive).

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

Hongkong, 8th July, 1901. [726c]

THE WEST POINT BUILDING CO.,  
LIMITED.

AN INTERIM DIVIDEND OF ONE  
Dollar and FIFTY Cents per Share for  
Six Months ending 30th June, 1901, will be  
PAYABLE on the 27th instant, on which Date  
DIVIDEND WARRANTS may be obtained on  
Application at the Company's Office.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 22nd to the 27th  
instant, (both Days inclusive).

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to the Hongkong Land In-  
vestment and Agency  
Co., Limited.

General Agents, The West Point  
Building Co., Limited.  
Hongkong, 8th July, 1901. [728c]

NAVIGAZIONE GENERALE ITALIANA,  
(Florida and Kubatino United Companies).

STEAM FOR  
BOMBAY VIA SINGAPORE AND  
PENANG.

Having connection with Company's Mail  
Steamers to ADEN, SUEZ, PORT SAID,  
MESSINA, NAPLES, LEGHORN and  
GENOA.

ALSO  
VENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, LEVANTINE,  
and SOUTH AMERICAN PORTS up  
to CALLAO.

Taking Cargo at through Rates to PERSIAN  
GULF and BAGDAD, also BARCE-  
LONA, VALENZA, ALICANTE, AD-  
MERIA and MALAGA.

THE Steamship

"BISAGNO,"  
Captain P. Brusca, will be despatched as above  
on SATURDAY, the 13th instant, at Noon.

At BOMBAY, the Steamer is discharging in  
Victoria Dock.

For further Particulars regarding Freight  
and Passage, apply to  
CARLOWITZ & Co.,  
Agents.

Hongkong, 8th July, 1901. [721c]

UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI,"  
Captain Hill, due here on the 11th instant, will be  
despatched as above on SATURDAY, the  
13th instant, at Noon.

For Freight, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 8th July, 1901. [722c]

THE OSAKA SHOSH KAISHA,  
LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU,"  
Captain K. Sobajima, will be despatched for the  
above Ports, on SUNDAY, the 14th instant.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 8th July, 1901. [226c]

FOR CALCUTTA (DIRECT)  
VIA SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAEISZ,"  
Captain Fuchs, will be despatched for the  
above Ports, on FRIDAY, the 19th instant,  
at Noon.

For Freight and further Particulars, apply  
to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office,  
Queen's Buildings, No. 1.

Hongkong, 8th July, 1901. [723c]

SHEWAN, TOMES & CO.'S  
"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"  
Captain Williamson, will be despatched for the  
above Port, on or about the 13th August.

To be followed by the  
S.S. "ATAKA,"  
on or about 13th September.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 8th July, 1901. [527c]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP,  
LONDON AND STRAITS.

THE Steamship

"GLENROY,"

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godown at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
goods are landed.

Optional goods will be carried on unless  
instructions are given to the contrary before  
4 P.M. TO-DAY.

Goods not cleared by the 14th instant, will  
be subject to rent.  
No Fire Insurance will be effected.  
All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no claims will be recognised.

MCGREGOR BROS. & GOW.  
Hongkong, 8th July, 1901. [724c]

## To-day's Advertisements.

GOVERNMENT BILLS.

TENDERS FOR SPECIE, MEXICAN  
DOLLARS, Current in this Colony, and  
weighing 7.17, in Exchange for Sterling Bills  
drawn at 10 days' sight on the Lords Commis-  
sioners of Her Majesty's Treasury, London,  
will be received by the Chief Paymaster,  
Army Pay Department, until 11 A.M., on  
WEDNESDAY, the 10th instant.

The Tenders to state the total amount re-  
quired (in Pounds Sterling), and the amount  
for which each Bill should be drawn, but no  
Bills will be issued for Sums less than £100.

The Tenders to be in Duplicate and in sealed  
covers, addressed to the Chief Paymaster,  
Army Pay Department, and endorsed "Tenders  
for Government Bills."

The right to accept or reject any or all of the  
Tenders is reserved.

P. S. DYSON,  
Major,  
Chief Paymaster, China,  
Her Majesty's Treasury Office,  
Queen's Road.

Hongkong, 8th July, 1901. [719c]

TO LET.  
Possession, August 1st.

THE GODOWN IN WEST POINT, (Kennedy  
town), known as Feather Factory, now  
occupied by the Hongkong and Kowloon  
Wharf and Godown Co., Limited.

For particulars, apply to  
LAU'S, VEGENER & CO.,  
Hongkong, 8th July, 1901. [725c]

THE PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

FROM PORTLAND, OREGON, AND  
PORTS.

THE Company's Steamship

"INDRAPURA,"  
having arrived from the above Port, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature and take  
immediate delivery of their goods ex ship or  
from alongside.

Any Cargo impeding the discharge of the  
vessel will be landed and stored at Con-  
signees' risk and expense.

Bills of Lading will be countersigned by  
ALLAN CAMERON,  
General Agent, for China & Japan.  
Hongkong, 8th July, 1901. [729c]

## Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,  
Oculist-Optician, of London and Calcutta,  
may be consulted for SPECTACLES  
at 16, Queen's Road Central,  
(R. HOUGHTON & Co.)  
(Nearly opposite the HONGKONG HOTEL).  
Business hours—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and  
diseases affecting those advancing in life  
occur to those having some deficiency in the  
construction of the eyes—the many years of  
"Eye Strain" ending in serious forms of disease.

Glasses specially adapted in youth to those  
requiring them save and preserve the sight.

Constantly recurring headaches, spells of  
dimness when reading, weak eyes, the letters  
running together; any of these symptoms indicate  
a deficiency in the form of the eye requir-  
ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES  
only after testing the sight.  
ADVICE FREE. [145b]

A. S. WATSON & Co.,  
LIMITED.

SHERRIES.

B.—SUPERIOR PALE DRY,  
dinner wine, Green Seal  
Capsule . . . . . \$10.80

C.—MANZANILLA, PALE  
NATURAL SHERRY, White  
Capsule . . . . . 12.00

CC.—SUPERIOR OLD DRY,  
PALE NATURAL SHERRY, Red  
Seal Capsule . . . . . 12.00

D.—VERY SUPERIOR OLD  
PALE DRY, choice old wine,  
White Seal Capsule . . . . . 14.40

E.—EXTRA SUPERIOR OLD  
PALE DRY, very finest quality,  
Black Seal Capsule (Old  
Bottled) . . . . . 20.40

B, C, and CC are excellent dinner  
Wines and suitable for invalids and  
delicate stomachs. D and E are  
after-dinner Wines of a very Superior  
Vintage. ALL ARE TRUE XERES  
WINES.

Small quantities are supplied at  
proportionate whole sale rates.

We only guarantee our Wines and  
Spirits to be genuine when bought  
direct from us in the Colony or from  
our authorized Agents at the Coast  
Ports.

A. S. WATSON & CO., LIMITED,  
THE HONGKONG DISPENSARY.

## BIRTH.

On the 6th July, at 3, Seymour Terrace,  
the wife of G. A. Woodcock, of a son, still-  
born. [718c]

## The Hongkong Telegraph

HONGKONG, MONDAY, JULY 8, 1901.

## NOTES AND COMMENTS.

The Withdrawal of Troops.

At theiffin given to Admiral SEYMOUR  
by the China Association the other day, the  
Chairman, in his speech, pointed out that  
so far nothing had been actually done to-  
wards gaining any advantages for trade or  
putting commerce upon its proper footing  
in China. Some of the ringleaders of the  
Boxer rising had been punished and one or  
two other things had been done, but not a  
single step had been taken in the settlement  
of affairs in the interests of Commerce.

We fancy that the Chairman of the China  
Association might well have added that, as  
a matter of fact, nothing whatever had been  
done either to adequately punish the Chi-  
nese or to safeguard foreigners and foreign  
interests for the future. In another column  
will be found a letter from our Tientsin  
Correspondent in which it is stated that even  
the Chinese do not think that the force to  
be left for the protection of the Legations  
and the lines of communication will be  
sufficient. In other words the Chinese fear  
that so soon as the homeward bound troops  
have left, the ball will be set rolling again  
by the Boxers, and the state of northern  
China will be as bad as ever it was at this  
time last year.

TUNG FU-HSIAN is said to be on the war-  
path once more and brigandage is on the  
increase, so it does not look as though the  
country were yet in a fit state to be left to  
the tender mercies of the Chinese troops for  
the preservation of order. Even in Canton  
apprehensions are being felt of renewed dis-  
turbances in the north, and our Correspondent  
tells us that the traders are fearful of sending  
goods up in large quantities.

This does not look very hopeful for trade.  
If the Chinese once take fright, all trade must  
needs come to a standstill, and there can be  
little doubt but they are on the verge of a  
panic now. We do not look forward with  
any degree of confidence to a long main-  
tenance of tranquillity after the withdrawal  
of the troops. In all probability the anti-foreign  
party will see in the withdrawal another  
cause of striking at the foreigners, particularly  
as the prime movers of the Boxer rising, the  
men who were the root and cause of it all,  
have been allowed to escape punishment.

REUTERS TELEGRAMS.

THE WAR LOAN BILL.

LONDON, July 5th.

The War Loan Bill has passed the second  
reading.

BRITISH SOUTH AFRICA.

Commandant Botha is encamped in the  
high veldt at East Springs.

It is estimated that over 13,000 Boers still  
remain in the field.

Between the 5th July and 2nd August,  
eleven vessels will take 1,000 fresh troops and  
5,000 horses to the Cape.

LATER.

HENLEY REGATTA.

In the race for the Grand Challenge Cup,  
Lunder beat Pennymania by a length, after  
a magnificent struggle. The excitement was  
intense.

THE BRITISH NAVY.

The shipbuilding programme for 1901 in-  
cludes three battleships of 16,500 tons each,  
six armoured cruisers, and ten destroyers of  
an improved type.

CASUALTIES IN SOUTH AFRICA  
DURING JUNE.

The official list of casualties in South  
Africa during June gives, sixteen officers and  
152 men killed, forty two officers and 444  
men wounded, three officers and 75 men  
missing.

LORD ROSEBERY AND THE  
LIBERAL PARTY.

July 6th.

Lord Rosebery has returned to London.  
The speculation as to his attitude is of in-  
tensified interest owing to the Liberal crisis.

BRITISH SOUTH AFRICA.

MORE TRAIN WRECKING.

The Boers to the north of Naboomspruit  
have wrecked a train from Pietersburg, kill-  
ing Lieutenant Best and nine men of the  
Gordons, and nine others.

WEATHER REPORT.

The Observatory report says:—  
On the 7th at 12.10 p.m. the barometer has  
fallen moderately on the E. coast of China, prob-  
ably owing to the existence of a depression  
over Central China. Gradients continue slight  
for S.E. and S. winds on the China coast. Fore-  
cast—Moderate S. winds; squally, showery.

On the 8th at 12.15 p.m. the barometer has  
risen on the China coast. Probably the depres-  
sion in the North is approaching W. Japan.  
Gradients slight for S. winds in S. China. Fore-  
cast—Moderate S. winds; squally, showery.

LOCAL AND GENERAL.

ORDERS relating to Crown rents in the New  
Territories are published in the Gazette.

The dredger *Sf Enoch* was busily at work  
this morning off the Naval Yard extension.  
The ill-fated *Canton River* still lies at the  
bottom.

## WE learn that the Hon. R. D. Ormsby has resigned his post as Director of Public Works.

It is not yet settled who is to fill the vacancy,  
but it is to be hoped that we shall have a man  
appointed who has had experience of sanitation  
and reclamation work.

THE Press of the 29th ult., states:—Two  
Frenchmen from the French transport *Vink  
Long*, now in Nagasaki harbour, brutally  
attacked a Jirinkishaman and a policeman on  
Thursday evening. On of the men was arrested  
and remitted to the Chihio Saibansho for trial.

It is to be hoped that the weather will hold up  
for the Volunteer Concert this evening. There  
have certainly been numerous showers to dodge  
during the day, but if there is the least hope of  
a fair evening, we feel sure that few will fail to  
take advantage of this one bit of amusement  
offered right in the dulllest part of our dull  
season.

ONE has to be right up to date to note all the  
new makes of Messrs. Watkins Limited. The  
latest of the Crown brand aerated waters is  
Claret and Lemonade non-alcoholic and a  
splendid thirst quencher. Messrs. Watkins have  
also placed a medicine before the public in the  
form of Cinchona Tonic, a preventive of  
Malaria and typhoid fevers. So at last one  
can take a long drink at a moderate price and  
improve one's health.

THE funeral ceremony of the late Mr. Hoshi  
took place at Shokoji, Shiba, on the 26th ult.,  
says the *Kokumin Shinbun*, the bier having  
left his residence at 8 A.M. Countless multitudes  
assembled at the temple, including nobles and  
statesmen of highest rank and influence and  
other noted citizens all to mourn the dramatic  
end of the statesman's career. Marquis Ito,  
the President of the *Rikken Seiyu Kaigi*, and  
Count Tagaki, the former leader of the Liberals  
and an old friend of the deceased read their  
rather short but extremely pathetic funeral  
eulogies on the occasion.

ANYONE who had been condemned for his  
sins to visit the Police Court this morning  
would surely, at the first asking, have promised  
he would never do it again. The stench was  
awful. About 150 Chinese men and women  
grouped together in a small confined space.  
Not a breath of air, just sheer dirt, rags, open  
sores and all the outward signs of hopeless,  
squalid poverty and crime. The Government  
need not fool with overcrowding amongst the  
Chinese when they have, and seem satisfied  
with, such a fever den as the Hongkong Police  
Court, neither fit for man or beast.

IN view, says the *Nagasaki Press*, of the  
newly-established beer tax to be enforced on  
the 1st October next, the principal breweries  
some time ago raised their prices by one yen  
per case of four dozen bottles, and intend to  
again raise the prices before the enforcement  
of the new tax. This increased price has  
caused the appearance on the market of very  
inferior brands of beer. It is reported that the  
latter, which are quoted at low rates are now  
being demanded by the public to such an extent  
that the sale of genuine beer such as Kirin,  
Asahi, Yebisu, Sapporo, and Kabuto, etc., has  
been greatly affected.

ON Friday last we recorded a plucky rescue  
from drowning effected by a Chinaman from  
one of the P. & O. lighters. We are now given  
to understand that the Chinaman who went to  
the relief of his drowning countryman was one  
of the oldest lighter coolies in the P. & O.  
Coy's service here, having been with them for  
thirty-two years. Our readers will be pleased  
to hear that the matter has been brought to  
the notice of Mr. Ritchie, the Superinten-  
dent of the Company here, and that the plucky  
Chinaman will be rewarded. It is also probable  
that an effort will be made to obtain the Belilius  
medal for saving life for him. As we remarked  
at the time, it is not often that a Chinaman will  
risk his life for another and when a rescue is  
effected by an old man it is all the more  
meritorious.

THUS Caius, in the "By the Way" column  
of the *Strait Times*:—A nice billet I see  
advertised in the paper—Boarding Officer to the  
Port of Singapore, a position of trust and re-  
sponsibility which carries with it the munificent  
salary of \$100 a month and free quarters. The  
applicant must hold a master's or a mate's  
certificate of competency. A second mate's  
pay here is \$100 a month "and found." This  
includes his grub. A mate gets \$125 a month  
and found. Now to offer such a man such a  
shore billet, at less than sea wages, is simply  
putting a premium on dishonesty, and, if the  
Port officials expect to secure the services of a  
competent man who will inspect ships for 12  
hours or more per day, and will truthfully and  
reliably report on all cases of over-crowded  
passengers or excessive deck cargo, I think  
they deserve to be occasionally—well—dis-  
appointed.

THE following items are from the P. & O.  
*Times* of the 29th ult.:

The Provisional Government have engaged  
sixty specially selected Chinese police for the  
river work, and their uniform is distinct from  
the others, being grey with red facings, etc.

The officers, and N. C. O's and men of the  
R. W. Fusiliers courteously circulated a card  
of thanks to the ladies of Tientsin for decorat-  
ing the graves of their comrades on the 17th  
instant.

The officials of two districts Shunchiu and  
Suning, in Chihli and near Pootunglu have  
asked for reinforcements in order to suppress  
the Allied Villagers who are getting stronger  
and more threatening.



37, rounded up a mob of 16, and although according to their statements they were mostly sleeping, they were each fined \$2 or 8 days. Gambling will become a thing of the past amongst the Chinese, when Hongkong Harbour is dry land or the dredger is raised.

## LESSENING THE WORK OF THE P. O.

Lo Tung was accused by P. C. 522 as to the contents of a parcel he was carrying. He said it was medicine but, on being opened up, it was found to contain 70 letters addressed to Macao lottery firms. He paid the \$100.00, the fine inflicted.

## THE GREAT BANVARD'S STAR VAUDEVILLE COMPANY.

The above Company gave their first performance in Hongkong on Saturday night at the N. B. Theatre, Wellington. Barracks. Owing to the City Hall being unavailable they were greatly handicapped, as several of the items on the programme had to be abandoned owing to the unavailability of the stage. However, on the whole it must be said that the entertainment was a decided success and a most pleasant evening's enjoyment was provided. The whole of the Company performed so well that it seems almost invidious to mention names, but we must specially remark on Miss Omra Charlotta's rendering of "Back of Loch Lomond," and her encore song of "The Dear Little Shamrock" which was enthusiastically received. Miss Bonnard was the "Queen of Kensington" and also gave a well performed Irish jig and the other a dance with high kicking and tambourine accompaniment were also given during the evening, the whole reaching a very high standard of excellence.

The performance concluded with a short farcical sketch, entitled "Til for Tat" the characters in which were rendered by Madam Bell, Miss Bonnard, Mr. Bonnard and Wally Bonnard, an extremely lively and well acted little piece.

We cannot conclude this notice without extending our sympathy to the company on their ill luck in finding the City Hall unavailable, but their undoubted talent will, we think, succeed in carrying them through these unavoidable difficulties.

Another performance is to be given to-night, when a number of changes will take place in the programme and an effort will be made to surmount the difficulties connected with the stage.

The company are giving an entertainment at the Peak on Tuesday and Wednesday next. (Communicated.)

## THE HARBOUR MASTER'S REPORT.

We make the following extracts from the Report of the Harbour Department for 1900, as published in the Gazette:

## SHIPPING.

The total tonnage entering and clearing during the year 1900 amounted to 18,445,134 tons, being an increase, compared with 1899, of 3,382,823 tons.

There were 41,223 arrivals of 9,228,762 tons, and 41,233 departures of 9,216,372 tons.

Of British ocean-going tonnage, 2,841,936 tons entered, 2,814,410 tons cleared.

Of river steamers (British), 1,746,674 tons entered, and 1,745,178 tons cleared; making a grand total of British tonnage, of 9,155,198 tons entering and clearing.

Of Foreign ocean-going tonnage, 2,425,086 tons entered, and 2,425,311 tons cleared.

Of Foreign river steamers, 8,280 tons entered, and 8,280 tons cleared; making a grand total of Foreign tonnage of 4,866,669 tons entering and clearing.

Of junks in Foreign trade, 1,604,632 tons entered, and 1,602,224 tons cleared.

Of junks in local trade, 602,148 tons entered, and 595,903 tons cleared.

Thus—

British ocean-going tonnage represented 30.7 per cent.

Foreign ocean-going " " 26.3

river " " 19.0

Junk (Foreign trade) " 17.1

local trade " 6.5

Five thousand three hundred and ninety-five (5,395) steamers, 78 sailing vessels and 17,732 junks in Foreign trade entered during the year, giving a daily average of 53.6 as against 76.9 in 1899.

For European constructed vessels the daily average entry would be 14.99 against 14.91 in 1899, and of the vessels entering 68.77 were British.

For vessels under the British flag a comparative table for 1899 and 1900 shows an increase of 103 ships measuring 439,182 tons, but when taking into account the decrease in river trade under this flag, 111 vessels of 58,317 tons, the actual increase in ocean-going trade would be 214 ships of 488,999 tons. The falling off in river trade may be wholly ascribed to the steamers *Sanchui*, *Wuchow*, *Hoi Tong* and *Awai Lun* being sold and off the run.

Of the increase mentioned above the chief factors are:—(i) The turning over of many of the China Merchant Steamers to British colours; (ii) the fact of a greater percentage of tramp steamers calling than heretofore (principally carrying coal); (iii) the increased size of the liners on home routes; and (iv) the fact of some of the coasters calling at the port more frequently than they did last year.

For vessels under Foreign flags there is a numerical decrease of 68 shown, but with an increased tonnage of 154,838 tons, the falling off in vessels is ascribed to the turning over of a portion of the China Merchant fleet to the British flag, also further augmented by a falling off in vessels under the United States, Japanese, and Norwegian colours. The increase in tonnage is explained by the greatly increased size of many of the German steamers, also to the Scottish Oriental Steamship Company turning over to German colours, which has considerably augmented the tonnage under this flag. Vessels under French colours have also helped to enhance the increase, which is explained by their making more trips than were made last year.

The actual number of ships of European construction (exclusive of river steamers) entering the port during the year 1900 was 709—being 363 British and 346 Foreign.

These 709 vessels entered 3,440 times and gave a total tonnage of 5,675,222 tons. In 1899, 301 vessels entered 3,672 times and gave an aggregate tonnage of 4,902,218 tons.

Thus 166 more vessels entered 79 more times and gave a total tonnage increased by 325,804 tons.

The 363 British ships carried 2,667 British officers and 15 Foreign officers, as follows:—British, 267; Danish, 3; German, 4; United States, 8; giving a total of 282.

The proportion of Foreign officers was, therefore, 55 per cent., comprising 3 nationalities—a decrease of 65 per cent. with an increase of ships.

The 346 Foreign ships carried 2,291 officers, of whom 274 were British, borne as follows:—In Japanese ships, 133; Chinese, 60; German, 39; United States, 19; Dutch, 6; French, 6; Russian, 6; Portuguese, 31 giving a total of 274.

The proportion of British officers in Foreign ships was, therefore, 11.9 per cent., distributed among 8 nationalities, a decrease of 3.7 per cent. on 1899, with an increase of 55 ships. Of the crews of British vessels—18.4 per cent. were British; 1.3 per cent. were other Europeans; 82.3 per cent. were Asiatics. Of the crews of Foreign vessels—1.8 per cent. were British; 28.9 per cent. were other Europeans; 69.3 per cent. were Asiatics. This shows a slight falling off of Asiatics with a corresponding increase in the proportion of Europeans. At the same time there is an increase in the percentage of "Other Europeans" employed in British ships, and a slight falling off of British seamen employed in Foreign vessels.

## TRADE.

The principal features to be remarked as to the trade of the port for the year 1900 are:—(i) a great increase in sugar imports amounting to 76.6 per cent.; (ii) a great increase in timber showing 74.2 per cent.; (iii) a great increase in flour representing 65.1 per cent.; (iv) a great increase in coal imports amounting to 65.7 per cent.; (v) a large increase in hemp representing 60.7 per cent.; (vi) bulk oil is almost at a standstill compared with last year, but case oil shows a decline of 10,600 tons; (vii) the rice trade which reached its culminating point last year, has fallen back by 98,801 tons and may now be said to be at its normal condition. The net increase in imports reported amounts to 422,717 tons. In exports there is a decrease of 70,666 tons. The transit cargo shows an increase of 196,046 tons.

The foregoing information regarding trade statistics must be taken as a rough approximation only.

The total import trade of the port for 1900 amounts to 23,205 vessels of 8,626,614 tons carrying 6,342,138 tons of cargo of which 4,198,389 tons were discharged at Hongkong. This does not include tonnage, number of cargoes of local trade junks.

Similarly, the export trade for 1900 was represented by 23,166 vessels of 8,626,614 tons carrying 4,836,905 tons of cargo, and shipping 489,436 tons of bunker coal. Comparing this with 1899, we find that the import trade has increased, the increase being general among all the classes. The transit cargo has also increased in classes I and II but in class III a falling off of 97,550 tons is shown. In exports, although the tonnage cleared has increased by 57,283 tons, yet the number of vessels is less by 4,802 and the export cargo has diminished by 77,892 tons. During the year 10,910 vessels of European construction of 14,022,167 tons (net register) carried 8,170,757 tons of cargo, as follows:—import cargo, 3,604,332; export cargo, 1,933,230; transit cargo, 2,433,749; bunker coal shipped, 489,436; giving a total of 8,170,757.

The total number of tons carried was, therefore, 58.3 per cent. of the total registered tonnage, or 74.5 per cent. exclusive of river steamers, and was apportioned as follows:—Imports—British ships, 2,039,697; Foreign ships, 1,573,623; total, 3,604,322. Exports—British ships, 1,188,608; Foreign ships, 744,622; total, 1,933,230. Transit—British ships, 1,439,173; Foreign ships, 1,004,376; total, 2,433,749. Bunker coal—British ships, 274,681; Foreign ships, 214,775; total, 489,456. Grand total, 8,170,757.

## REVENUE.

The total revenue collected by the Harbour Department during the year was \$246,039.12 being an increase of \$55,483.62 on the previous year. (1) Light Dues, \$55,379.38; (2) Licences and Internal Revenue, \$47,419.30; (3) Fees of Court and Office, \$143,240.44; being a total of \$246,039.12.

## STEAM LAUNCHES.

On the 31st December, there were 179 steam launches employed in the Harbour; of these, 95 were licensed for the conveyance of passengers, 84 were privately owned. 15 were the property of the Colonial Government, and 6 belonged to the Imperial Government, in charge of the Military Authorities.

## EMIGRATION.

Eighty-three thousand six hundred and forty-three (83,643) Emigrants left Hongkong for various places during the year; of these 53,385 were carried by British ships and 30,258 by Foreign ships; 121,322 were reported as having been brought to Hongkong from places to which they had emigrated, and of these, 92,870 were brought in British ships and 28,452 by Foreign ships.

## SEAMEN.

Eighteen thousand five hundred and twenty-three (18,523) seamen were shipped, and 22,089 discharged, at the Mercantile Marine Office and on board ships during the year.

Two hundred and thirty-two (232) "distressed seamen" were received during the year. Of these, 51 were sent to the United Kingdom, 2 to Singapore, 1 to Colombo, 14 to Calcutta, 1 to Melbourne, 12 to Sydney, 3 to Taku, 7 obtained employment on shore, 4 went to Manila, 2 to Calcutta, 1 to Bombay, 1 to Shanghai, 1 to Canton, 2 joined Chinese Customs, taken charge of by Naval authorities, 2 disappeared, 3 died, 3 remained at the Government Civil Hospital, 2 to Sailors' Home, and 119 obtained employment. Four thousand one hundred and ninety-eight dollars and seventy-five cents (\$4,198.75) were expended by the Harbour Master on behalf of the Board of Trade in the relief of these distressed seamen, and \$21.01 by the Colony.

## THE PLAGUE.

Number of cases reported up till noon of the 6th July, 1901..... Chinese.....1,455  
Other Asiatics.....51  
Europeans.....26

Number of cases reported during the past 48 hours..... Chinese.....6  
Other Asiatics.....0  
Europeans.....0

Total number of cases reported to date.....1,538

Number of deaths reported up till noon of the 6th July, 1901..... Chinese.....1,418  
Other Asiatics.....9  
Europeans.....9

Number of deaths reported during the past 48 hours..... Chinese.....0  
Other Asiatics.....0  
Europeans.....0

Total number of deaths recorded to date.....1,427

Since noon on Saturday last the cases and deaths are:—

Cases Chinese.....6  
Other Asiatics.....0  
European.....0

Deaths Chinese.....6  
Other Asiatics.....0  
European.....0

Total.....6

The plague returns for last week were:—

Cases.....47  
Deaths.....46

The boy Theodore Thomas was discharged from the Kennedy Town Hospital to-day.

Miss Calcutt is convalescent but still weak.

Miss Herbst and the remainder of the European patients are progressing favourably.

## THE FALL OF THE BEACH-COMBER.

The wastrels came down like a wolf on the fold, their garments, most ragged, and dirty and old, their sheen of their noses like sunset at sea; their sentences reeking of capital D.

Like the leaves of the forest when summer is green,  
That host of beachcombers one sunrise was seen;  
Like the leaves of the forest when autumn has blown,  
That host on the morrow lay withered and down.

For the Bobbys of May hurried out in the blast,  
And peeped in the door of each pub as they passed,  
And the eyes of the Bobbys were frequently damned  
In words which the Editor says must be banned.

By the bar lay a man with his mouth gaping wide,  
And down it there gurgled the beer of his pride;  
He was strapped on a stretcher and hurried away,  
To sleep off his drink in the Palace of May.

And there lay another, distended with ale,  
With his feet on a chair and his head in a pail;  
While a third in the spittoon was taking a rest,  
His pipe slowly burning a hole in his vest.

And the combers of Hongkong are loud in their wail,  
For they don't serve them beer, gin nor whisky in gail,  
And the pubs are all silent, their profits have shrunk,  
Their porter unaltered, their whisky undrunk.

GILAH.

## THE CRISIS IN THE NORTH.

## TIENTSIN.

## Affairs in the North.

(From our own Correspondent.)

Our commemorative festival came off successfully on the 24th, and with few exceptions everyone now here who went through the siege last year joined in. The weather was all that could be desired, though possibly a dash warmer than last year. Some 130 persons were present at the banquet held in the Gordon Hall at 7 p.m. the subscribers being limited to bona fide besieged and a few military guests. The hall was handsomely decorated with flags, embroidered hangings, flowers, palms and life sized figures of soldiers and Boxers, while the long and well laid tables were adorned with many a warlike trophy in the shape of shells garlanded with flowers in token of their inability for further mischief. Only some nineteen ladies were present, all of whom were accorded positions of honour at the President's end of the table. The list included, Mrs. and the Misses Dering, Gen. and Mrs. Von Hammer, Mr. and Mrs. Bellington, Mr. and Mrs. Deostie, Nurse Bougonnion, Mr. Mrs. Foulson and the Misses Foulson, Mr. and Mrs. W. H. Smith, Mr. and Mrs. Dickinson, Mr. and Mrs. Way, Mr. and Mrs. Ash, Mr. and Mrs. Cattell, Mr. and Mrs. Bidwell, Mr. and Mrs. Knox, Mr. and Mrs. Schroeder, Mr. and Mrs. Diering etc. etc., and the military guests, Gen. Lorne Campbell, Gen. von Lessel, Col. Bower, Col. Swann, Col. Oham, Capt. Burke (H.M.S. *Orlando*) Capt. Johnson, Lieut. Wallace, Gen. Voyron, Col. Gundell etc. etc. The Band of the Hongkong Regiment supplied the music for the banquet, for which the Astor-House catered, and a very good dinner was provided. A huge punkah stretching right across the hall had been specially made for the occasion and the heat was not noticeable at all, thanks to the admirable arrangements. After dinner a general adjournment was made to the Victoria Gardens where were prettily lighted with colored lanterns, with which also the Gordon Hall was outlined in a very effective manner. The fireworks were not on a very elaborate scale, but a set piece representing the bombardment of the Gordon Hall was ingeniously and effectively carried out, fire balls being levelled at the miniature bamboo and paper edifice, from which a hot fusillade of crackers was returned. Paper figures of Boxers were ingeniously carried out surrounded the "Hall" and were carried off in triumph by the junior guests when the pyrotechnic display was over. The French Band played an excellent programme of music, and the guests apparently enjoyed strolling around the ground in the cool evening air listening to the music, as it was midnight before they dispersed. I believe something like 700 tickets for the Garden Fête were sold.

News this week is not of a reassuring nature from the country round. Tung Fu-hsian seems to be unquestionably on the war path again, and is reported to be marching on Tai Yuan-fu for the purpose of plunging that portion of the country into rebellion. The Governor of Shanse is reported to have asked foreign assistance in repulsing him. Whether this is true or not it is difficult to ascertain, but I believe the foreign forces are under orders for India, a very little thing may suffice to stay their movements.

So far as the arrangements now stand, the orders of withdrawal (British) are:—

Returning to India.

Peking Head Quarters Staff.

Cavalry Brigade Staff.

1st Brigade Staff.

2nd Brigade Staff.

3rd Brigade Staff.

Lines Communication Staff.

B. Battery R.H.A.

12 Battery R.H.A.

Nos. 1, 2, and 6 sec. 1 Pr. 2 Maxims R.A.

R/2 Ammunition column.

R/2 Ammunition column.

Siege Train.

No. 15 Coy. Western Div. R.G.A. (to England).

No. 15 Coy. Southern Div. R.G.A.

Siege Train Bullock Establishment (at Hongkong).

16th Bengal Lancers.

3rd Bombay Cavalry.

Jodhpore Lancers.

Mounted Det. Sappers and Miners.

No. 2 Comp. Bombay Sappers and Miners.

No. 4 Comp. Bengal Sappers and Miners.

Malay K. Sappers.

Printing Sections Madras S. and M.

Telegraph Section.

Engineer Field Parks.

1st Sikhs.

24th Punjab Infantry.

26th " (subject to future counter instruct.)

1st Madras Pioneers.

6th Jats.

34th Pioneers.

20th Punjab Infantry.

Signalling Units.

Survey Party.

Commissionariat Supply Column and Department.

Ordnance Depot.

Field Post Offices.

Hospital Sections.

## REMAINING IN N. CHINA.

## Peking.

2 Cos. and Batt. R. W. Fusiliers.  
Details. No. 2 Coy. S. Div. R. G. A.  
B/15 British Field Hosp.

Tientsin and Shanhaiwan.  
Headquarters Command and Staff.

Director Railway and Staff.

Nos. 3, 4, & 5 Sec. 1 Pr. Vic. Maxim, R.A.

2 Cos. and Batt. R. W. Fusiliers.

14th Sikhs.

31st Madras Infantry.

1st, 4th Gurkha Rifles.

Hongkong Regiment.

Signalling Units.

Printing Sections Bombay S. and M.

Telegraph Section.

Supply and Column Dept.

Field Post Offices.

4 Hosp. Sections.

## Shanghai.

Command and Staff.

1 Sec. 1 Pr. Vic. Maxims, R.A.

2nd Rajputs.

30th Madras Infantry.

Supply Depots, etc., etc.

In the opinion of many Chinese, as I think I have mentioned before, this is not a sufficient force to leave, even when the contributions of other Powers are thrown in. Many think at least 10,000 will be required to keep the lines of communication in order. It is a big question, and I guess the authorities will have to buy their experience.

The Chinese military authorities are gradually taking over outlying posts and it will be interesting to see what they make of them and to what extent they are successful in putting down the increasing brigandage. Gen. Lee has left here and gone to Peking to see Li Hung-chang, and presumably discuss with him his plans for the pacification of the country.

PIRACY ON A RIVER STEAMER ON THE YANGTSE.

The *Mercury* of the 2nd instant gives the following account of the occurrence:—

The last voyage up-River of the McBain steamer *Cores de Vries*, Captain Rea, will in future rank as one of the most memorable in history of that staunch old vessel. Some time before the steamer reached Hankow it was discovered that a gang of river pirates was on board preparing to raid the ship at the first favourable opportunity. Some of them had embarked as ordinary passengers at Kluikang and others had come aboard in the same manner at Wusueh. No noise was made about the discovery of the pirates' presence, but the Captain passed the word round quietly among his officers and crew to be ready for eventualities, and what preparations were possible were made to give the freebooters a warm reception when they disclosed their real character. Early in the morning following the discovery, the second engineer, a Cantonese, whose watch it was, became aware that several men were prowling about the ship in a suspicious manner, and gradually assembling around a box which was one of the passengers, which was subsequently found to contain a considerable sum of money in dollars. Ultimately, thinking themselves unobserved, the men laid hold of the box and proceeded to drag it away, whereupon the engineer raised the alarm and rushed to the robbers. They lost no time in attacking him, and finding himself helpless without weapons against so many, the plucky engineer was forced to take refuge in the engine-room, whither the pirates at once pursued him. On a platform in the engine-room a large knife was providentially lying, which the engineer laid hold of and thus armed turned on his pursuers. He met their rush boldly and steadily, stabbing the foremost of his assailants four times in the body and then thrusting the blade of the knife right through the thigh of the second man. By this time the captain and officers, aroused by the second engineer's alarm, had come rushing into the engine-room, upon which the pirates gave up the game who could get away made haste to transfer themselves to other parts of the ship, whence it appears most of them afterwards succeeded in escaping altogether. One of the wounded pirates was captured in the engine-room and compelled by means of threats to accompany the captain in a search for others of the gang. Only one, however, was visible even after the most diligent overhaul, and him the first prisoner pointed out. He was at once seized and the two ruffians were handcuffed together and fastened to an anchor until the vessel arrived at the next passenger station. Here there was a renewal of the excitement on board owing to the escape of the unwounded prisoner. He got away in a manner so daring that it challenged the unwilling admiration of everyone on board the steamer. He appears to have been the leader of the gang and was evidently an adept at all the tricks and dodges used by thieves and pirates in the pursuit of their calling; for he contrived to slip his cuffs in the cleverest manner imaginable, after which he found no difficulty in freeing himself from the lashings which bound him to the anchor. Being thus at liberty he seized a favourable opportunity when no one was watching him, started to his feet, rushed after and jumping over the rail into the river, swam ashore and escaped. The steamer shortly after proceeded on her way. She had gone but a little distance when the remaining prisoner pointed out two other men among the passengers and accused them of being members of the piratical gang. They were at once secured and when the vessel arrived at Hankow all three were handed over to the British Consul, Mr. Belham Warren. It transpired on enquiry that two of the prisoners were well-known old thieves and that one of them had been sentenced at Hankow a short time before to several years imprisonment. Through the connivance of a bribed jailer, however, the man had escaped after serving only a short term. The Consul had the prisoners taken to the Municipal jail and they were still there when the *Cores de Vries* left to return to Shanghai. It is Mr. Warren's intention to make the Taoai give guarantees that these men will serve out their sentences and be punished in addition for their most recent offence. When the *Cores de Vries* came down to Shanghai the plucky second engineer was rewarded by Mr. McBain with the gift of a sum of money and warmly complimented on the gallant part he had played in the skirmish with the pirates.

## NOT A D A.

## CALENDAR.

## JULY.

Meteorological means based on fifteen years' observations to 1896.

Barometer.....29.738

Thermometer.....81.6

Humidity.....83.0

Rainfall.....14.210

## TO-DAY.

WEATHER REPORT.

On date at On date at

Barometer.....29.79 29.75

Temperature.....81 85

Humidity.....85 73

Rainfall.....0.13

## TO-DAY.



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU .....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID .....	FRIDAY, 12th July, at Daylight.
HIROSHIMA MARU .....	MOJI, KOBE and YOKOHAMA .....	TUESDAY, 16th July, at Noon.
BINGO MARU .....	KOBE and YOKOHAMA .....	FRIDAY, 19th July, at Daylight.
KAGOSHIMA MARU .....	BOMBAY, via SINGAPORE, and COLOMBO .....	FRIDAY, 19th July, at Noon.
KASUGA MARU .....	NAGASAKI, KOBE and YOKOHAMA .....	FRIDAY, 19th July, at Noon.
YAWATA MARU .....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE .....	FRIDAY, 26th July, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 29th June, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 30th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 24th Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 17th Sept., at Noon.

## THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 4th July, 1901.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First-class Steamships "INDRAPURA," "INDRAPURA," "KNIGHT COMPANION,"

between HONGKONG and PORTLAND (Or.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAPURA," will be despatched for PORTLAND (Or.) on FRIDAY, the 12th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information communicate with or apply to

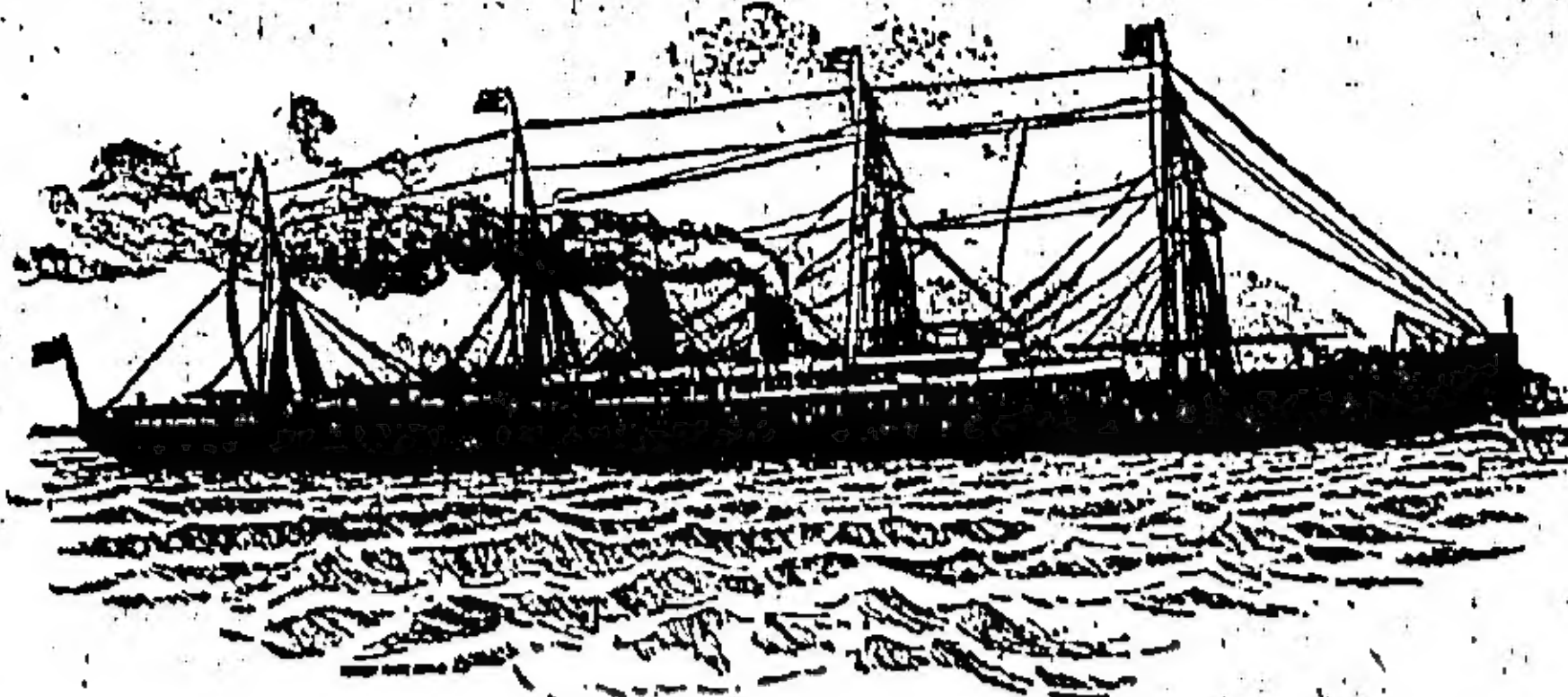
ALLAN CAMERON, General Agent.

to SHEWAN, TOMES & CO.

Hongkong, 2nd July, 1901.

## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING" SATURDAY, 13th July, at Noon.  
 "GABRIC" TUESDAY, 23rd July, at Noon.  
 "CHINA" TUESDAY, 26th August, at Noon.  
 "DORIC" THURSDAY, 15th August, at Noon.  
 "PERU" SATURDAY, 31st August, at Noon.  
 "COPTIC" TUESDAY, 10th September, at Noon.

THE P.M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

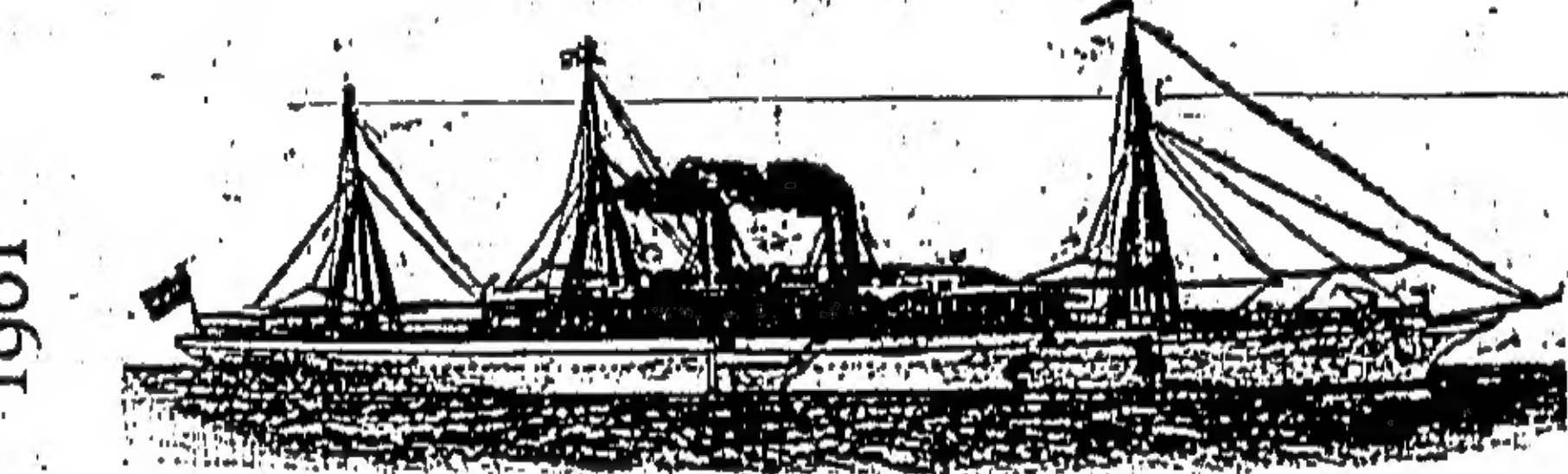
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 27th June, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
 THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, E.C.)  
 Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th July.  
 EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 27th August.  
 EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 days, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

"SPECIAL RATES" (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services; and to European Officials in the Service of China and Japan-Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 26th June, 1901.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS. DESTINATIONS. SAILING DATES.  
 SAMBIA...HAYRE, BREMEN and HAMBURG. { 12th July. } Freight.  
 Schmidt (Calling at SINGAPORE and COLOMBO).

WUERZBURG...HAYRE and HAMBURG. { 26th July. } Freight.  
 Schueder (Calling at SINGAPORE and PENANG).

ACILIA...HAYRE and HAMBURG. { 9th August. } Freight.  
 v. Dohren (Calling at SINGAPORE and COLOMBO).

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 13th June, 1901.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
NINGPO and SHANGHAI.....	"WOOSUNG" .....	9th July.
MANILA .....	"KASHING" .....	9th July.
TIENTSIN .....	"KWEIYANG" .....	10th July.
MANILA .....	"TAIWAN" .....	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TAIWAN" .....	On or about 14th July.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 5th July, 1901.

## OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL.....	"PATROCLUS" .....	10th July.
"	"STENTOR" .....	23rd July.
"	"IDOMENEUS" .....	7th August.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"PROMETHEUS" .....	12th July.
"	"ALCINOUS" .....	23rd July.
"	"DEUCALION" .....	6th August.
"	"PELEUS" .....	20th August.
"	"STENTOR" .....	3rd September.
LIVERPOOL (DIRECT).....	"GLAUCUS" .....	18th July.
(Taking Cargo at LONDON RATES.)	"PATROCLUS" .....	15th August.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents, O. S. S. Co.

Hongkong, 6th July, 1901.

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"PERLA."

Captain G. T. Blackland, will be despatched as above TO MORROV, the 9th instant, at 5 P.M. The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.  
 For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 5th July, 1901.

## THE OSAKA SHOEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIZURU MARU."

Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 10th July. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 29th June, 1901.

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART."

of the NORDDEUTSCHER LLOYD.  
 Captain P. Grosch, due here with the outward German Mail about WEDNESDAY, the 10th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.  
 For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 5th July, 1901.

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI."

Captain will be despatched as above on or about the 10th July.  
 For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 14th June, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE."

Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th instant, P.M. Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 1st July, 1901.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."

Captain Helms, will be despatched as above on WEDNESDAY, the 24th July, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly-qualified Surgeon are carried.

N.Z.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th June, 1901.

## "GLEN" LINE OF STEAMERS.

FOR LONDON &amp; ANTWERP.

THE Company's Steamship

"GLENESK."

Captain J. Rafferty will be despatched for the above Ports, on THURSDAY, the 11th July. For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1901.

## THE OSAKA SHOEN KAISHA, LIMITED.

FOR FOCHOV VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd July, 1901.

## TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

having established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship

"KINTUCK,"

Sails from Seattle about the 10th of July.

"CHINGWO,"

Sails from Seattle about the 24th of July.

"HYSON,"

Sails from Seattle about the 10th of August.

"KAISOW,"

Sails from Seattle about the 24th of August.

and will be followed by the Company's regular sailings.

For further particulars, apply to THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK. To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits: FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.

Hongkong, 29th June, 1901.

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE, Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the

GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"KAISOW,"

Tons 3,920. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901.

## SAILING VESSEL.

FOR NEW YORK.

THE 3/4 A. I. American ship

"I. F. CHAPMAN" shortly expected here from KONG will load for the above Port and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co. Hongkong, 2nd July, 1901.

JUST OPENED.

A FINE Consignment of FRENCH FINE SERVES of a well known make. Quality will speak for itself.

H. RUTONJEE, 5, D'Aguiar Street and 22 & 23, Elgin Road, Kowloon.

Hongkong, 16th April, 1901.







